

## Intimations.

### THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

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PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.  
Hongkong, May 1, 1907.

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GASOLINE LAMPS

WELSBACH MANTLES.

Hongkong, June 14, 1907.

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FOR A SHORT SEASON  
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22 LONDON ARTISTS 22

Will present the following London  
Successes for the First Time  
in Hongkong—

MONDAY, JUNE 24:

'DUKE OF KILLIECRANKIE.'

TUESDAY, JUNE 25:

'LADY HUNTSWORTH'S  
EXPERIMENT.'

WEDNESDAY, JUNE 26:

TWO LITTLE VAGABONDS.

THURSDAY, JUNE 27:

LADY WINDERMERE'S FAN.

FRIDAY, JUNE 28:

THE PRIVATE SECRETARY.

Doors open 8.30. Commence 9 P.M.

Plan now open at S. MOUTRIE & Co.  
Hongkong, June 13, 1907.

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MARVELLOUS

### STORIES.

BY

CAPT. JOHN MARCHANT.

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CONCERTS TWICE A WEEK ON THE BALCONY.

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s.s. HONAM, 2,333 tons, Captain H. D. Jones.  
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Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

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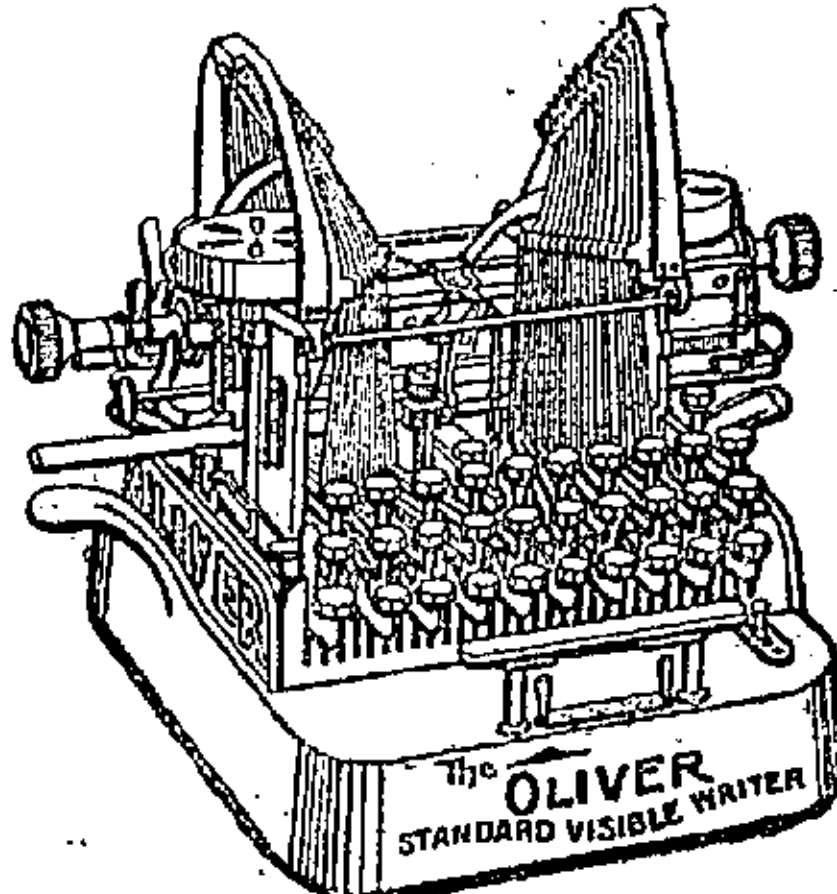
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Hongkong, January 28, 1907.

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REDUCED SUMMER RATES.

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COMFORTS OF RESIDENTS STUDIED;

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BOARD AND RESIDENCE. Monthly

Boarders from \$30.00.

Good airy Rooms and liberal Table.

Mag. PATAI, Proprietress.

Hongkong, June 4, 1907.

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NEW STOCK OF

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Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

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LANE, CRAWFORD & CO.

Hongkong, May 4, 1907.

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You may be surprised to learn that a dollar a week will secure for a man of 30 a

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PAYABLE AT THE END OF 20 YEARS FOR CERTAIN, OR AT

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Save your dollars by investing them in a Standard Life Policy.

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LINEN and MUSLIN EMBROIDERED GOWNS.

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Intimations.

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NEW SELECTIONS OF DIAMOND JEWELLERY AND ENGLISH SILVER WARE, HIGH-CLASS GOLD AND SILVER WATCHES. LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC. G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

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Hongkong, April 11, 1907.

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UNSURPASSED. UNEQUALLED. Use it for your own and your children's hair and you will find it Preserves, Nourishes, Enriches and Restores it more effectively than anything else. Golden Colour for fair or grey hair. Bottles, 3/6, 7/-, 10/- Sold by Stores, Chemists, Hairdressers and ROWLAND'S 87, HATTON GARDEN, LONDON.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-5, open to all.

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HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its worldwide reputation as the best and only safe reliable Phosphoric Cure for Brain Weakness, Paralysis, Stuttering, Tremor, Nerve, Kidney, and Liver Disorders, Hay Fever, Rheumatism, Stomach and Vital Power, General Debility, all blood Disorders, and all functional and chronic Conditions of the System, caused by the deficiency of the Vital Force.

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Intimations.

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For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

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JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS LONDON."

CHINESE ON THE RAND.

What is to be done with Chinese "slaves" who insist on remaining in "servitude"? This is the awkward question raised by a telegram from Lord Selborne, which was read out in the House of Commons on May 6 by Mr Winston Churchill, in an answer to a number of questions put by indignant Radicals with regard to the recent importation of 250 additional Chinese coolies for the Rand. It appears that the coolies were admitted through a mistake of the Chinese Labour staff. Lord Elgin, however, urged that the additional 250 "slaves" must be repatriated, to which Lord Selborne replied that their repatriation would cost nearly £12,000 compensation, even if the men could be persuaded to return. (Financial Opposition cheers.) It would mean an absolute waste of public money at a moment when the Transvaal Government was in sore straits for money. Finally, Lord Elgin decided that the "slaves" are not to be compelled to forfeit their lucrative posts for starvation in China.

### "THE MIKADO."

Several questions with regard to the action of the Lord Chamberlain in withdrawing a license for "The Mikado" were put in the House of Commons on May 6. Mr Trevelyan wished to know what alterations had been made in the play recently to cause the Lord Chamberlain to take a less favourable view of its effect on public taste and morals, and Mr Faber asked if the withdrawal related to performances by amateur societies throughout the United Kingdom.

Mr Gladstone: On the question of fact, I am informed that the order of the Lord Chamberlain applies both to London and the provinces under section 4 of the Act of 1843 for regulating theatres, and to all public performances of "The Mikado." The order is operative from the date of issue, which was March 26. No compensation is payable under the Act. No intimation has been made in the text. As to the reasons for the prohibition, I can add nothing to the answer given by the Foreign Secretary on Thursday. I am informed by the Lord Chamberlain that it will be a matter for consideration whether, after certain modifications, in the text, the present restriction can be subsequently removed. Mr Pike Pease asked if it would not be possible in future cases of this kind to give longer notice of withdrawal. The short notice given on this occasion had led to considerable inconvenience and expense, especially in Middlesbrough.

Mr Gladstone said he would convey the suggestion to the Lord Chamberlain. Mr G. D. Faber: Is it a fact that the music is also forbidden to be played on ships of war and by regimental bands? (Laughter.) Is the right hon. gentleman aware that the action of the Lord Chamberlain has made this country ridiculous in the eyes of the civilised world? (Heard.)

Mr Gladstone: I strongly protest against the last remark (Laughter.) As regards the first question, it has nothing to do with my department.

Capt. Faber: As "H.M.S. Pinafore" was written as a satire on the House of Lords, will that be withdrawn, too? (Laughter, and a member: "Iolante.") No answer was given.

Answering a question by Mr Kennedy, Sir H. Campbell-Bannerman said the Home Secretary had been in the habit of answering parliamentary questions on behalf of the Lord Chamberlain, and of seeing that he was furnished with the best legal advice, but it would require legislation to make him parliamentarily responsible for the Lord Chamberlain.

Mr Trevelyan asked the Secretary to the Admiralty whether naval bands had been forbidden to play any selections from "The Mikado," and, if so, would he explain the reason for this prohibition.

Mr Robertson: The license for the play was withdrawn by the Lord Chamberlain, who asked that instructions should be given to all naval and marine bands to exclude from their musical programmes any music of "The Mikado" during the visit of Prince Fushimi.

Lord Trenchard asked if Mr Robertson could state rather more fully the grounds for this extraordinary decision.

Mr Robertson: I have stated the grounds fully. Mr G. D. Faber: Is there any buffoonery in the music?

No answer was given. Major Anstruther Gray asked whether the Government would reconsider that decision.

Mr Robertson said the Admiralty would not reconsider the matter.

THE LONDON DIRECTORY. (PUBLISHED ANNUALLY.)

ENABLES enterprising traders throughout the Empire to keep in close touch with the trade of the Motherland. Besides being a complete commercial guide to London and its Suburbs, the Directory contains lists of:

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BEST OF WINES, BOWLING, BILLIARDS, &c. MACHADO'S STRING BAND will play every Sunday, at 4.30 P.M.

A COMMODIOUS MATRONS & THE USE OF BATHS AND VENTILATORS. Hotel Accommodation at most Moderate Rates. Telephone No. 893. Hongkong, June 14, 1907. 1013

Intimations.

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CABLE ADDRESS: "IWASAKI" Which applies to all Branch Offices. A1, A B O 5th Edition, Western Union Codes used.

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The Head and Branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSURI, Manager, Hongkong, No. 2, PEDDER STREET. Hongkong, April 25, 1906. 816

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ADDRESS OUR GENERAL AGENCY, I.C.S., Box M, 429, MANILA.

Hongkong, May 2, 1907. 810

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DENNIS & BOWLEY. Hongkong, April 4, 1907. 1022

THE YANGTZE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the YANGTZE INSURANCE ASSOCIATION, Limited, will be held at the Association's Head Office, No. 28, THE BURN, SHANGHAI, on FRIDAY, the 28th day of June, 1907, at 4.30 o'clock in the afternoon, for the purpose of considering, and, if thought fit, passing certain ordinary resolutions (for the purpose of increasing the Capital of the Association) contained in a notice, copies of which have already been posted to the Shareholders. Notice is hereby also given that the TRANSFER BOOKS of the Association will be CLOSED from the 25th to the 28th June, 1907, both days inclusive.

By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, June 6, 1907. 1013

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China Mail Office 5, WYNDHAM STREET, HONGKONG.

EAST PRAJA RECLAMATION SCHEME. AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form Copies may be had at 'CHINA MAIL' Office, 8, Queen's Road Central. Price 50 Cents each.

FOR SALE. FOR SALE. BOUND VOLUMES OF THE 'NEW WEEKLY' ARE ON SALE AT THE 'China Mail' Office, 8, Queen's Road Central.

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GOLDING & BARLOW, Solicitors, 10, Queen's Road Central. Hongkong, May 23, 1907. 916

Auctions. PUBLIC AUCTION. THE Underigned has received instructions from N. H. RUTHERFORD, Esq., to sell by Public Auction, on MONDAY, the 17th June, 1907, commencing at 2.30 P.M., at his Residence, 'CHATER'S BUNGALOW' (North) Robinson Road, Kowloon—THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue). TERMS:—As Customary. On View from Saturday, the 16th June, 1907. GEO. P. LAMBERT, Auctioneer. Hongkong, June 11, 1907. 1002

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The Full Details Printed in Pamphlet Form Copies may be had at 'CHINA MAIL' Office, 8, Queen's Road Central. Price 50 Cents each.

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## THE NEW NAVAL DOCK.

## Baptised To-day.

What might legitimately be described as the baptism of the new dock which has for the past few years been in course of construction by Messrs. Pouchard, Lowther and Co. for the Admiralty, took place with out any particular ceremony to-day. The water was simply admitted.

The inauguration of this important engineering undertaking created considerable heart-burning in the Colony but petitions and public meetings were alike ineffective in persuading the inexorable Admiralty to have the dock built in some other part of the Colony, and remote from the residential quarter. As all residents know and as most visitors can see the dock, and its contingent workshops impinge on the European business quarter of the city, and within a few weeks observers will witness the tall stack which many declare is destined to belch smoke to the annoyance of the man in the street, the man in the office and the man in the home rearing its head skywards. We hope that prognostications of annoyance from this source will be unfounded and that neither smoke nor noise will offend the susceptibilities of those whose lot is cast in the Colony and in proximity to the Dock Yard.

Leaving apart for the moment what might be described as the personal equation there is something to be proud of in the practical completion of a work that links up the Empire and forwards another step in the industrial progress of the Colony. In our midst a massive granite dock has been built under considerable difficulties—difficulties that were unexpected and which, when they obtained themselves, were calculated by the engineers to be insurmountable. The foundation proved so bad that prophecies were actually made that the bottom of the Dock would never be constructed and we all remember the "hot-house" pit argument of one of our popular public men. Hundreds of piles were driven and then a foundation of many feet of solid concrete, capped by granite, was built, and to-day the Dock stands ready for service. Not only were there many initial trials, but during the course of the work engineering occurrences tended to discourage the engineers and shatter their optimism, but perseverance overcame the obstacles caused by the typhoon and the difficulties constantly created by the unstable earth, and the result is a magnificent granite dock, substantially built and durable. Therein is the triumph of the engineers! And to-day the water was admitted by the Admiralty for the first time. Therein is the answer to the seepies.

The permanent pumping machinery remains to be installed, and the collision which still lingers the entrance has to be removed, but otherwise the dock is complete in every respect and constitutes one of the finest engineering achievements in the Far East, equal in respect of workmanship and design to any dock that has been built either at home or abroad.

We understand the dock is capable of accommodating the largest battleship built, and will admit her at the lowest state of the tide, and from the CRINA MAIL of Nov. 14, 1903, we gather the following particulars: The dock is 550 feet long at the bottom, 95 feet at the entrance, 70 feet wide on the floor, and 120 feet at the top, with a depth of water on sill below very low springs of 20 feet. The dock is constructed of cement concrete faced with granite, and the floor consists of 14 feet of combined concrete and masonry, while the side walls are 37 feet thick at the bottom, gradually diminishing to 10 feet at low water level. Stated comprehensively the works embraced the reclamation of the foreshore from Murray Road to Arsenal Street, the construction of the dock and a large tidal basin, the training along new lines of the Albany and Victoria nullahs, the reconstruction of Murray pier and the dredging of the foreshore approaches. The centre of the dock is about 300 feet from the western boundary of Murray Road and the distance from the centre of the dock to the western wall on the tidal basin is 308 feet. The space between the enclosing wall and the dock is occupied by buildings while the Chief Constructor's department will occupy a site lying between the tidal basin and the dock. The tidal basin is already completed and has a water surface of 1/2 acres with a uniform depth at low water of 32 feet and will accommodate at one time a battleship and several other large vessels undergoing repair or repairs. The wall of the tidal basin is substantially built of concrete and dressed granite. From a minimum depth of 40 feet to low water level the walls consist of concrete blocks of from five to seven tons weight while the superstructure is made up of mass concrete faced with granite. The entrance to the basin is 165 feet wide. The work of construction did not commence until the end of May, 1900, and considerable delay was experienced at the outset by the loss of the contractor's dredger Canton River, which was sunk off the Fraya in the typhoon of November, 1900. The total estimated cost of the Naval Yard Extension Works was over £1,200,000. In order to proceed with the construction of the dock the contractors had to enclose 1/2 acres of foreshore by means of a cofferdam in the preparation of which no less than 117,500 cubic feet of timber was used. A large portion of the site was under 26 feet of water at low tide. The soil in which the site was prepared is decomposed granite which was reached after penetrating from four to six feet of coral formation.

The extension works involved the removal of the Victoria Recreation Club and the masonry pier known as Murray Pier was absorbed into the naval area. From the time the V.R.C. was shifted the club

removed to Kowloon and remained there until last month when they took up the site prepared for them on the western side of the dock. The concrete blocks used in the construction works were made at Matukok, where over 2,000 blocks were turned out monthly. The plant at Matukok consisted of three locomotives, six large derrick cranes, etc. Stone for the masonry work was obtained from the same site and from other quarries about the harbour. Over 290,000 feet of dressed stone was used in the dock and over 60,000 cubic feet was required for the sea walls. The piling in the foundation of the dock was Dornier hardwood over fifty feet long and six feet in girth. A large plant of modern design had of course to be installed on the site of the works.

Although the construction work is almost completed it will be some time yet before the permanent pumping machinery, and the plant necessary to undertake the repair of ships is installed but before another year elapses the Colony should bear the hum of another industry in its midst. And upon the completion of the works and buildings Messrs. Pouchard, Lowther and Co. are to be congratulated, as well as their able engineer-in-charge, Mr. A. J. Williams, A.M.I.C.E., his competent assistant Mr. R. H. King, A.M.I.C.E., and the excellent staff, upon whom the brunt of the work has fallen. The Admiralty is to be congratulated upon possessing a dock of such strength and magnitude in the East.

## THE PAKHOI TROUBLE.

## Chau-fu's Message to Peking.

(From Our Correspondent.)

CANTON, June 14.

The full text of the telegram that Chau-fu sent to Peking has now been published. The telegram deals with the outbreak in the South-west of the Province in the hinterland behind Pakhoi. It appears that the outbreak was the result of extra taxation as before stated. What, I think, has not appeared before is now stated clearly. The purpose of this extra taxation is the necessity of having more money in order to carry on the new education. The extra tax, according to the Viceroy, was to support the colleges in that district. Hence when he sent orders to at once withdraw the tax, he sent, at the same time, orders that, for the present, nothing would be done to support the schools in question. It appears that the leader of the trouble is named Lau Sz-yue. The Viceroy affirms that he has great kudos among the people by his opposing this tax. He is still apparently alive and unengaged.

At first, the Viceroy says, he wished to send two of the gentry to call the people to their senses, but the two men chosen both declined the honour. The first said that he was ill, and the second that he was too old. At any rate this was the excuse sent on to Peking why something of the kind was not attempted. It was the wish of the Viceroy to prevent bloodshed, and he hoped that if something of the kind could be done, the people, after all, would disperse and that there would be an end of the trouble. Seeing that this could not be done, he was compelled to send on sufficient troops to suppress the rising. He, according to the telegram, acted with great promptness. He not only sent soldiers on in considerable numbers, but he also wired to Kwantung, to the Governor there, to be on the look out on the border, so that some of the rascals might cross over and so stir up trouble in the Province. After these arrangements had been made, there was no other issue but to go forward and attack the rascals and to wipe them out. This course was what he advised Peking, and he uses the strongest phrases by which to suggest the kind of punishment that should be meted out to those who had ventured to stir up the people and to cause such disturbance in the villages round about.

Meanwhile the telegram tells of difficulties in the way of the soldiers, of the telegraph being destroyed, and other difficulties in the way of quick suppression of the trouble.

The reply which the Viceroy received from Peking was brief and very pointed. First he was ordered to discontinue the impost for the present, and then he was ordered to put all his strength into the matter and at once, at all costs, and by the shortest means, to wipe out those who had risen in revolt. Indeed the wire received in reply from Peking was but a quotation in many words of what already the Viceroy had been doing.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 15th at 11.55 a.m.—The barometer has risen considerably over Japan, and a moderate to slight rise of the mercury has taken place over the E. coast of China and the Philippines.

The depression lying off the E. coast of Japan yesterday, is moving away over the Pacific.

Pressure is highest over the Yellow Sea in the North, and over the China Sea in the South.

Light or moderate variable winds are indicated in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

Forecast for the 24 hours ending at noon to-morrow.

## NOTES FROM PEKING.

(By P. E. N.)

PEKING, June 5.

Prayers have been offered for three days in the City and the Imperial Presence has been bowed in the Imperial Halls of Peking, not to mention petitions in sundry and various Christian churches for the dew of Heaven, yet the skies remain as molten brass and it raineth not. Beyond a radius of thirty miles round we hear of rainfalls and promising harvests but the stories sound like the fables of travellers, and the farmer shakes his head in disbelief and shrugs his shoulders with a muttered "What matter if my crops are ruined."

From Homan comes news to-day that in spite of there having been but one shower since winter the spring crops have come on, but the greatest anxiety prevails because the autumn crops cannot be sown unless the hard dry earth can be softened for the seed. Day after day a scorching wind tears wildly across the plains all around us, now from one direction now from another, but always hot and always laden with a blinding, nerve-cracking dust. What wonder if the foreigner feels strung up and out of sorts when even the Chinese who are nationally minus nerves are getting "the jumps."

The late arm seizure scandal is being smothered up. There are rather more than the usual number of ins and outs and wheels within wheels in the story, and much is said under the punkah which does not appear in print. It is more than probable that had certain impediments not been made, and had certain officials never been degraded, the remarkable and sensational discovery of "contraband goods" would never have been made. Certain it is that they were not the "smuggled" arms which some sensation mongers would have us believe. The affair has served one purpose, however, namely to attract public attention while arms of all descriptions are entering the country in other directions.

The intended destination of the particular arms is supposed to have been Manchuria. If so those who needed them are not going begging.

There are many who flout all talk of coming trouble and the possibility of a rising. The question is it is possible to let loose so many weapons in a country like China without some of them sooner or later going off. The coming movement is not like that of seven years ago, but in some respects the effects of it will not be dissimilar. So far as the enlightened revolutionaries are concerned it will be wholly without an anti-foreign element, for they argue that they do not want foreign interference, and they know that if they touch foreign interests and property that foreign troops will be poured into the country and their schemes spoiled. But unfortunately there is another party which while nominally working with them are in reality likely to prove their worst enemies, as they are opposed to the foreigner quite as strongly as the dynamite, and these are they who are likely to start trouble, say in Shansi. Considerable uneasiness, by the way, exists there as it is believed that trouble will not be fended off much longer.

Trade is at its lowest ebb just now and everything here is at a standstill. Just what the reason is no one will say if anyone knows, but a general belief exists in commercial circles that one of the reasons is Japanese influence. Not only is the door of Manchuria slammed to in spite of the tardy opening of Dalny as per the agreement signed on May 30, but Japanese advisers are whispering in the Viceroy's ear here that the Chinese are fools to export such large amounts every year as they do on foreign piece goods when they might be making all the cloth they need by simply buying spindles from Japan and raw material from Korea and engaging Japanese weaving instructors. It sounds simple and reasonable and the official approval has been given to the idea; but the merchant if he is buying will buy what suits him best and patriotic zeal will not make him patronise home manufactures if they will not profit him so well as the imported article. Coming just at a time, however, when the merchants do not want to buy, some colour is lent to the theory that this influence is beginning to make itself felt. One plan is that there is no money and that the Chinese are still overstocked from their previous large investments. The real fact is that they are unsettled. No one cares to do business and make forward contracts because there is too much gossip in the air and in the tea shops, and too much movement in Peking. Cantonese prestige has been hanging in the balance the last few months and the struggle is still going on, and this undoubtedly has its effect in the city. It is felt too in foreign circles where it is difficult to get any service worth having, and prices are ruling higher and higher for everything done.

Considerable disgust is felt in advanced Chinese circles at the negative of the tail coin project. It was confidently hoped that the tail coin having been approved by the Throne that the national coin would in the near future be started on a career of uniformity which would lift the financial burden of the trader and simplify the intolerable confusion which those who have experienced the convenience of a uniform currency are beginning to realize is disastrous to national prosperity. Even a uniform tail, supposing the uniformity had been really and not only nominally established, would not have worked the miracle of straightening out China's financial problem entirely, for there would still have remained the task of getting the coin accepted in the interior

where coins are still unknown, and plenty of scope would still have remained for ingenious speculation in specie and bullion. But it would have been a step at least in the right direction, and would have done something towards fulfilling the latter of Sir James Mackay's demands. But the fact has gone forth that the tail coin is not to be, and that the utmost which can at present be done toward a uniform currency is the coming of a uniform dollar. Seeing that the dollar, even though it is coined without the stigma of a foreign word and is innocent of all locality, is a foreign and not a national coin, and is not legal tender for the payment of revenue dues, and would be subject to the various rates of exchange into the endless variety of tails which are legal tender, the benefit of the proposed uniformity is not particularly obvious. It is the will of the officials who as usual are sheltering themselves behind the will of the people, and the nice little distinctions in official income which the tails of different provinces and different mints represent will thus be perpetuated.

Invitations have just been issued by the general agent of the C. E. and M. Co., Major Nathan, to the opening of the new electrical plant at the Tongshan mines on Saturday next. A special train will convey the guests, bring back the guests the same day, and I hope to be able to send you a good account.

## SHELL TRANSPORT CO.

On May 15 an extraordinary general meeting of the Shell Transport and Trading Company was held in London when a resolution was passed authorising an increase of the ordinary share capital of the Company.

Sir Marcus Samuel presided and moved that "the ordinary share capital of the Company be increased to £2,500,000 by the issue of 500,000 ordinary shares of £1 each, and that the same be issued at such times, upon such terms and conditions, and for such consideration as the board may from time to time determine."

Mr. W. F. Mitchell seconded and the motion was carried.

During his speech the Chairman said, "the accounts for the year 1906 are well advanced, and although they are only a matter of platonic interest, seeing that we cannot pay more dividend in respect of that year, yet I think they will furnish satisfactory reading, and we shall do our utmost to present them not later than July."

## THE YARN MARKET.

Messrs. Cawesjee Panjoo and Company report under date of June 13:—Since the issue of our last report on the 31st ultimo p.m. o.s. the market continued in the first few days of the interval in the same dull and depressed state as previously advised. Notwithstanding the report of an active and strong market in Bombay, some of the large importers have been anxious sellers, and our dealers taking advantage of the situation have cleared the market of all desirable spinings at a decline of 81 per cent. Subsequently owing to the scarcity of favourite threads, the decline in prices has recovered, but in consequence of the competition among holders to quit a call the probability of any general improvement taking place in the market in the near future is very remote. Meanwhile we are still steady.

No. 6s.—Trifling sales at a reduction of 81 per cent. No. 8s.—Continue neglected. No. 10s.—Have attracted much attention in desirable favourite spinings which close steadily at quotations. No. 12s.—Lower prices have induced a fair business. No. 16s.—In much less inquiry and sales are small. No. 20s.—Continue dull and difficult to move notwithstanding easier rates, and no large business can be induced. Sales during the past fortnight comprise of about 63 bales of No. 6s., 4,400 bales of No. 10s., 1,245 bales of No. 12s., 415 bales of No. 16s., and 1,585 bales of No. 20s.; in all about 7,708 bales. Arrivals per steamers Kutsang, Lightning, Capri, Istok, Lausang and Delta of about 11,500 bales.

Shipment to Shanghai and Northern Ports of about 2,000 bales. The unsold stock is estimated at about 66,000 bales. Local Mills.—Little or no business is reported.

Japanese Yarn.—Sales reported are 190 bales No. 16s. at \$120, and 250 bales No. 20s. at from \$121 to \$131.

Messrs. Phiroosha B. Polit and Co. report under date of June 14th:—Our last circular was dated the 31st May. During the interval the market has ruled steady throughout and we have to-day to report, after a long period of stagnation, a marked revival in both prices and demand in some favourite classes. No. 10s.—Must not be confused with the abnormally low rates hitherto ruling, is mainly responsible for the offtake which has been brought about. We hope to see the improvement sustained, if not in prices due to the competitive efforts of importers to realize, at any rate in the demand which is certain to continue in fulfilment of buying orders from the interior. This is partly explained by the fact that, upon the conclusion of the harvesting operations now proceeding in the country, Chinese dealers expect to bargain freely and the long-desired briskness in exportation should immediately follow.

The abortive rising of the turbulent classes in the Southern districts of the Province has been short-lived. The arrest and summary decapitation of a few of the insurgents have had the desired effect, and the disaffected parts of the country are beginning to resume the even tenor of their way. Exports, in small quantities, of cotton yarn have been made on Chinese dealers' account during the latter part of the fortnight under review to Pakhoi, Swatow and other Coast ports, and small orders continue to be coming in.

No. 20s.—Selected threads move at last prices. No. 10s.—Move slowly at quotations. No. 12s.—A moderate business is reported.

No. 10s.—Cheap rates induced business. Sales slowly. The market closes steady. Sales—100 bales of No. 6s., 25 bales of No. 8s., 3,335 bales of No. 10s., 885 bales of No. 12s., 315 bales of No. 16s., and 1,420 bales of No. 20s.; in all about 6,000 bales.

Arrivals.—Per steamers Lightning and Lausang (from Calcutta), and Ceylon Maru, Capri, Istok, Ceylon and Delta (from Bombay) of about 10,000 bales.

Unsold Stock.—About 70,000 bales.

Uncleared Stock.—About 20,000 bales.

## BY WHARF AND WAVE.

The German steamer Chosung is to go into dock to-morrow morning at Kowloon, when she will be surveyed.

H.M.S. Watrylch reports the discovery of a pinnacle, rock in Sugarloaf Channel, Swatow District. At low water spring tides there is 8 feet of water over the rock. Its bearings are:—From the rock, North-west extreme of Double Island (ruins) bears N. 2 degrees W.; South extreme of Fisherman Island bears S. 80 degrees W. distant 4 cables; North extreme of Sugarloaf Island, S. 80 degrees E. The bearings are magnetic.

At the half-yearly meeting of the Nippon Yusen Kaisha held on May 29 the Directors submitted the annexed Statement of the Liabilities and Assets of the Company, and the Profit and Loss Account for the Half-Year, ended March 31st, 1907. The Gross Profits of the Company for the past Half-Year amount to Yen 2,900,730.82, out of which there has been paid: Depreciation of the Company's fleet and property, Yen 829,321.74; Insurance Fund Yen 356,149.82; Ship's Structural Repair Fund Yen 406,701.19; Total Yen 1,592,222.75, leaving a balance of Yen 2,054,728.82, including Yen 774,212.50 brought forward from that last Account. The Directors now propose that Yen 64,025.10 be added to the Reserve Fund, raising it to Yen 2,447,049.72; and that Yen 71,358.11 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a Dividend at the rate of Ten per cent., together with Two per cent. as Special Dividend, thus making Twelve per cent. per annum, which will absorb Yen 1,320,000.00. The Balance, Yen 699,352.42, will be carried forward to the next Account.

In the Admiralty Division (London) judgment has been given in the case in which Mr. C. P. Anderson, owner of a vessel called Ronulus, of Hamburg, sued, Mr. F. W. Marten, one of the signatories of Lloyd's, on a policy upon disbursements for total loss. His lordship said this case raised some interesting points with reference to insurance law. The claim was to recover on a policy insuring disbursements in respect of the ship Ronulus, and there was a clause to the effect that the disbursements were to be deemed a total loss if the ship became a total loss.

The point was, whether the ship was a total loss, irrespective of capture, because there was a clause "warranted free from capture, seizure, and detention, and the consequence of hostilities." Was the ship lost by "perils of the sea"? If so, the plaintiff was entitled to recover, but if the ship was lost by capture he could not recover. What the words in the special clause undoubtedly meant was that, notwithstanding any words in the body of the policy, the underwriters were not to be held liable if the loss was from capture, seizure, or detention. After reviewing the evidence, his lordship said he must hold that the plaintiff lost the ship by capture, the Japanese afterwards losing their prize. If he had had to decide the point as to "in consequence of hostilities," he probably would have decided that the ship had a real good chance of getting to a port of refuge had she not been interfered with, and therefore, the loss was caused as an indirect consequence of hostilities, but holding, as he did, that the ship was lost by capture, defendants were entitled to judgment. Judgment for defendant, with costs.

## Buoy at Dalny.

Yamagata Isaburo, Minister for Communications, Tokyo, has issued the following notice to mariners:—

Bay of Dalrym, Kwang Tung Peninsula, Manchuria. Notice is hereby given that the positions, shapes, colours, etc., of buoys moored in the Bay of Dalrym are as follows:—

Positron: At the East end of the breakwater, Dalrym, moored in about 4 fathoms of water at L. W. S. T. Shape and Colour: Iron, conical, red, with the lantern on the top of the pillar mounted on the buoy, not lit. Height above water about 14 ft. Magnetic Bearing and Distance taken from the Buoy: The signal staff at the end of the Railway jetty bears S. 77° W. and 61 cables distant.

At the West end of the breakwater, Dalrym, moored in about 4 fathoms of water at L. W. S. T. Shape and Colour as above; height above water, 14 ft. Magnetic Bearing and Distance taken from the Buoy: The same signal staff as the above bears S. 4° W. and 43 cables distant.

At the end of the Easternmost jetty, Dalrym, moored in about 4 fathoms of water at L. W. S. T. Shape and colour: Wooden, square pyramid, red. Height above water about 4 ft. Magnetic bearing and distance taken from the Buoy: The same signal staff as the above bears S. 85° W. and 4 cables distant.

At the end of the shoal extending from the West-Basin, Dalrym, moored in about 3 fathoms of water at L. W. S. T. Shape and colour: Wooden, square pyramid, red; height above water about 4 ft. Magnetic bearing and distance taken from the Buoy: The West point of Hsiao Tzu bears N. 16° W. and 6 cables distant.

## CHAMBERLAIN'S PAIN BALM.

It is an antiseptic liniment and prevents blood poisoning resulting from a cut or bruise. It also cures the pain to be felt without maturation and in much less time than when the usual treatment is employed. For sale by all chemists and storekeepers.

## OUR SCOTTISH LETTER.

(From Our Correspondent.)

EDINBURGH, May 18.

General Botha was somewhat shy in his demeanour during his stay in the North. That, however, may have been because he was constantly surrounded by strangers. He is a "laidly" man, in Scotch phrase, and has much the appearance of one of our own Lowland farmers. What struck me most was that amid all the excitement he had a wonderful repose of manner—not so much Dutch phlegm as a reserve of strength. In every sense of the word, he is a big man.

In the celebrations, the University and the students occupied a prominent place, even although on their last visit they basked largely in the engagements. This was highly appropriate, however, for Edinburgh has a great deal to do with the training of the youth of all parts of the Empire. At present, there are at the University no fewer than one hundred men from New Zealand, and the other colonies and India are strongly represented. In fact, the students of Edinburgh constitute a real Imperial assembly. Their work later in life, in art and science, in the different climates to which they will go, will undoubtedly form a unifying factor of a wholesome character. At the breakfast in honour of the Premiers held in the Students' Union—the general Club of all the students—the Chairman put this fact in happy phrase when he called the University "a nursery of Empire."

At the close of the greater ceremonies, the Premiers visited the local rallying grounds of the University men. The Australian Premiers met their own students in the Australian Club in Melbourne Place; and General Botha made the personal acquaintance of the young Springboks at the South African Union in Buccleuch Place.

Sir Joseph Ward went through to Glasgow and was present at the launch of the Maori, a turbine steamer which has been built by the Messrs. Denny & Co. the Union Steamship Co., of New Zealand. One newspaper, by the way, says that at the inevitable luncheon "Sir Joseph made a brief but humorous speech." There is a nasty criticism of our platform humour in that "but."

On their return to London, the Premiers and other Colonial personages did not altogether get rid of the Scots. They were entertained at the Queen's Hall to a grand concert by the Gaelic Society. It was the most elaborate affair of the kind that has ever delighted the Southern capital. All the regular tars and a few that deserve historical criticism were in evidence. There were perhaps more kilts in the hall than existed at that moment in all broad Scotland. Anyway, they were newer and bonnier. The guests were received in the vestibule by the Society's officials and the Strathnaver Fairy Circle, a group of young men and women in gay tarriens, who spirited white heather into the button-holes of the Colonials. The boy pipers of the Royal Caledonian Asylum, headed by the boy drum-major, who is really one of the prettiest sights in London, conveyed the Premiers through the hall.

The platform was, as might be expected, greatly Scottish; but it was colourless compared with the audience. In the area there was a gallant master of London Cells. Nothing like it has been seen in the South since the '45. From the hills of Primrose and Strathmore, from the Vale of Heath and the Forest of Epping, from the legitimist valleys of the Thames, from the Hill of Denmark and the Marshes of Pinelike they came "terrible as an army with banners." It was not only in dreams that these aliens beheld the Hibernians, as the well known poem has it, for the ladies' choir from far-off Stornoway was present and sang their Gaelic songs, including the famous warblings with which that home they accompany the work of facing and shrinking the home-spun cloth.

All the other songs, of course, were of the North. Although some of them told of the coming of the deer and the going of the men, the Duke of Athole and the Marquis of Tullibardine and many other Highland landlords sat through it all and said never a word black or white. The Dominion Premier made one of his clever speeches, and discovered what he thought was a fresh joke. He said that in Canada the reputed prayer of the Scotsman was:—

Lord, I do not ask for riches; Only tell me where they are!

Lord Archibald Campbell, the heir presumptive to the Duke of Argyll, has retired from the position of a managing director of Coutts's Bank. It required some courage thirty odd years ago for a Duke's son "to go into business," but he was equal to the test of the Town talk, and stuck manfully to his post. The bank parlour has not engaged all his time. He has compiled the records of Argyll, he has become an authority on Highland dress, and has even occasionally found time, like Siras Wegg, to drop into poetry—hot this latter may be called a family failing.

Among the gifts of the week to public objects are £10,000 by Lord Mount Stephen to Aberdeen Royal Infirmary, and £15,000 by Mr. Carnegie towards the erection of a physics building for University College, Dundee.

I was brought up on the horse and the "Shorter Catechism," said a Scots statesman lately. The long strip of tough leather has disappeared from most schools

and there are few "primaries;" and now it is proposed to supersede the "Shorter Catechism" by something shorter still, and simpler. At first blush, this will seem almost like blasphemy to grown-up Scotsmen. For two centuries and a half we have been nourished on its long and its opening formula is as familiar to most of us as the first syllables of Guesar's Gally War. "What is the chief end of man?" it demands, and the answer is a chilling drench of dogma that has sent a grow down the spine of many a child. At last there is a chance of the rising generations being given spiritual food that is not such tough material for tender minds. The Presbyterian Churches are not alone to have the credit of this change; they have been joined in the good work by leading men from the Episcopalians, the Wesleyans, and the Congregationalists. The result is a Catechism which, it is hoped, will find favour with the school-boys of the country. It may be that here we shall have the germs for a compromise that shall even solve the great educational problem in England.

Stories have frequently been put into circulation to the effect that General Sir Hector Macdonald is still alive—that, in fact, he is at present in China organizing the new Army. In order to put these stories at rest a communication was sent to Colonel Stuart Wortley, who was Military Attaché in Paris at the time of Sir Hector's death. He had known Sir Hector since 1870, had served with him in Egypt and the Sudan, and he writes: "I shall always look back with much pain to the day and in 1903, when I was called to the Hotel Regina in Paris, and found lying in a room the dead body of my old comrade. I placed the body with my own arms in the coffin, and was present at the funeral, which was being closed previous to its removal to the English Church."

That versatile West Country journalist, Mr. Neil Munro, has made one more success with "The Daff Days." Already it promises to be the novel of the season. From an artistic point of view, it ranks among the finest products of his pen. In parts it reminds one of a theme which was more than once worked by William Black; but the treatment is thoroughly original. The plot shows us a little girl who comes from Chicago to a quiet Scottish village. It is difficult to decide whether the feature of the book is its delineation of Scottish folk who dwell apart from the world of cities and find contentment in their own small world, or whether it lies in the charming picture of a precocious child whose originality is wedded to a great sweetness of disposition. All over it is a strong story, and of the best of recent years.

St Andrews just now has more than the congestion of golfers to worry over. The civic fathers are greatly exercised to know whether their powers enable them to stop the tramping of dandies!

This week's Great Thought.—We are a long suffering people, but we must claim the privileges of having our golf and our fish yards done up in separate parcels.

## JAPANESE IN AMERICA.

## Exclusion League Active.

The Seattle "Post-Intelligencer" published the following statement on May 10:—

The Seattle Japanese-Korean Exclusion League, organized several months ago, has formulated plans for a campaign which has as its purpose the non-employment of Japanese in Seattle. The league looks upon this movement as the first step toward the absolute exclusion for which it was created. A committee has been appointed to take the matter in hand and call upon the larger establishments where Japanese are employed and have a conference with the proprietors. White labour will be proposed as a substitute, and refusal on the part of the employers to engage white Japanese will be pointed to as one of the means to prevent the wholesale influx of the foreigners on the Pacific coast, and at Seattle in particular. The increasing number of people immigrating to this section, the league will state in its campaign, threatens to create a racial problem of the near future, and something should be done at once to curtail the growth of conditions, which will bring white workers into direct competition with cheaper labourers. Officers of the local league state that a similar movement is afoot in San Francisco and that the league on the Coast where associations of the kind have been formed. No attempt is made to confine the operations against the Japanese within the ranks of organized labour, and all other bodies, civic as well as fraternal, are invited to co-operate with the league.

## CHINESE RELIGIONS.

A lecture on "The Three Chinese Religions and Modern Criticism" was given recently at Manchester University by Professor E. H. Parker. The general characteristics of Chinese religious history were sketched, from the earliest times when a species of natural religion appears to have prevailed, on to the teaching of Lao-tse and finally to Confucianism. On Confucianism Professor Parker said that it was not properly a religion at all, but only a form of statesmanship, to be compared with a political party or division of the present day. This view of Confucianism, he was interested to see, had recently been expressed by a high literary man in China writing in a native newspaper. Religion in the modern sense of the word, which implied an absorbing concern in the future life, was not to be found in China earlier than the rise of Buddhism. Confucius and the Chinese writer, was a friend of authority, of absolute rule, and as enemy of the people. Within the last few months the Empress herself had abolished Confucianism so far as examinations were concerned. The best Chinese writers admitted that something more than Confucianism was needed to restore China to her ancient power and splendour. The common element in all the forms of ancient Chinese religion, Professor Parker pointed out, was a desire to do good to the world as it is, and they were free from any inclination of dread of a future life. They taught reverence for ancestors, those who have gone before being the only persons whom we can, the Chinese thought, be said to understand. From this point of view, therefore, there was much that was akin between the Chinese religion and the Shintoism of Japan.



## Shipping.

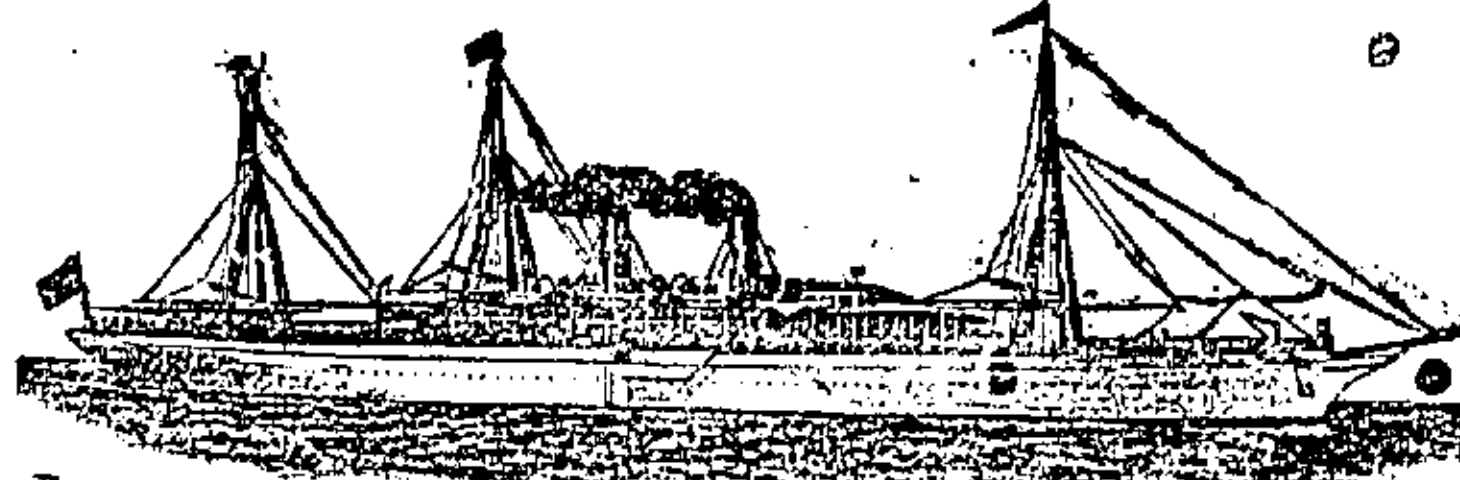
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FROM	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP.	NUBIA	About 20th June.	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA.	NYANZA	About 20th June.	Freight and Passage.
SHANGHAI.	CHINA	About 27th June.	Freight and Passage.
LONDON, via Suez, Port Said.	DEVANHA	Noon, 29th June.	See Special Advertisement.

P. & O. S. N. Co.'s Office. E. A. BEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**LUXURY-SPEED-PUNCTUALITY.**  
The only line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
TARTAR	4425 Tons	Wednesday, June 13.	July 13.
EMPIRESS OF OCEAN	6000 Tons	Thursday, July 4.	July 22.
ATHENIAN	3883 Tons	Wednesday, July 17.	Aug. 10.
EMPIRESS OF INDIA	6000 Tons	Thursday, Aug. 1.	Aug. 19.
MONTEAGLE	6183 Tons	Wednesday, Aug. 14.	Sept. 7.
EMPIRESS OF JAPAN	6000 Tons	Thursday, Aug. 29.	Sept. 16.

THE Japanese route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 99 1/2 days from Hongkong.

Intermediate Steamers at 12 Noon.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for Canada, CORNER PRINCE STREET and PELVA, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Tons 6750	WEDNESDAY, 26th June, at Daylight.
KANAGAWA MARU, Tons 6189	WEDNESDAY, 10th July, at Daylight.	

DESTINATIONS.	STEAMERS.	SAILING DATES.
VICTORIA, B.C., AND SEATTLE, WASH.	AKI MARU, Tons 6444	TUESDAY, 25th June, at Daylight.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	RIJUN MARU, Tons 4806	TUESDAY, 9th July, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, WAVERLEY AND BRISBANE.	YAWATA MARU, Tons 3817	FRIDAY, 12th July, at Noon.
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	NIRKKO MARU, Tons 5539	FRIDAY, 9th August, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4709	SATURDAY, 6th July, a.m.
KOBE AND YOKOHAMA.	BOMBAY MARU, Tons 4636	THURSDAY, 20th June, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	SADO MARU, Tons 6927	SATURDAY, 19th June, a.m.
	NIRKKO MARU, Tons 5539	WEDNESDAY, 10th July, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AUSIN. On WEDNESDAY, 1st JULY, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

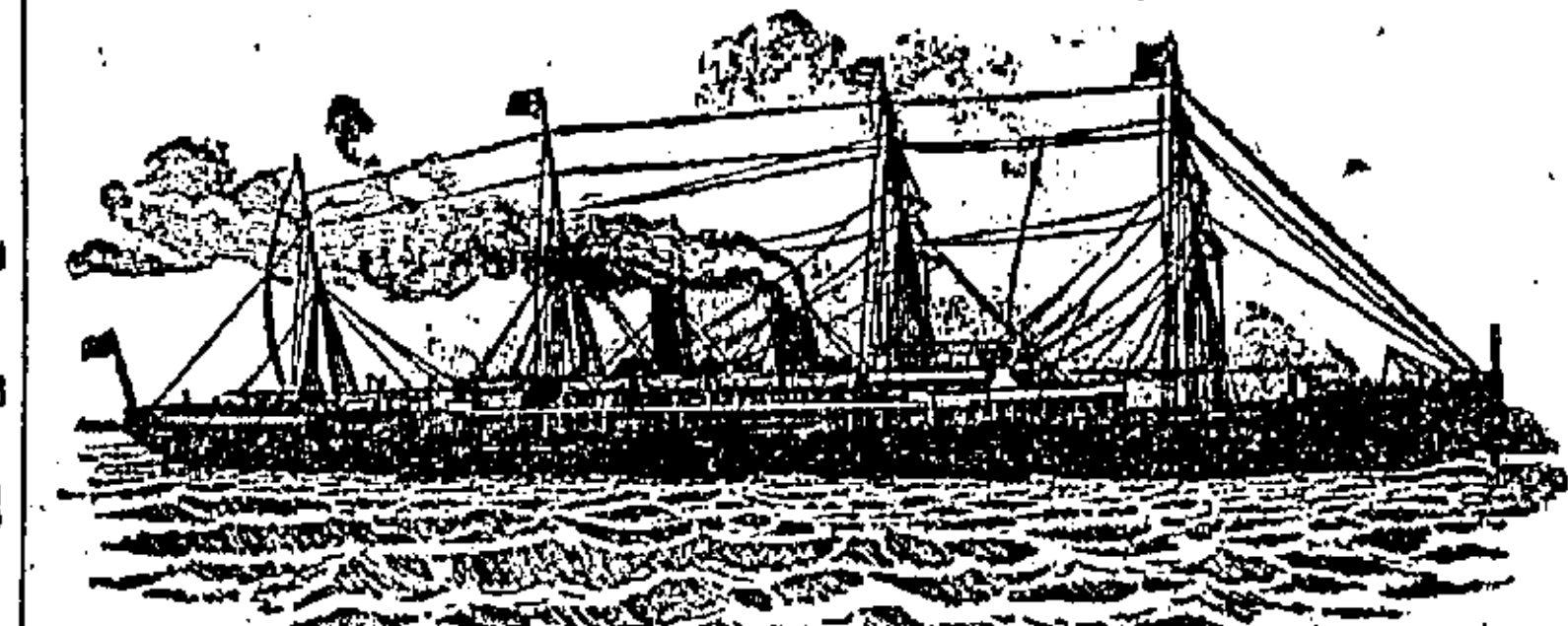
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907.
SIBERIA	18,000 Tons. TUESDAY, 18th June, at Noon.
CHINA	10,200 " " TUESDAY, 25th June, at Noon.
MONGOLIA	27,000 " " TUESDAY, 2nd July, at Noon.
NIPPON MARU	11,000 " " TUESDAY, 9th July, at Noon.
DORIO	8,500 " " SATURDAY, 20th July, at Noon.
COPTIC	9,000 " " SATURDAY, 27th July, at Noon.
HONGKONG MARU	11,000 " " TUESDAY, 3rd Aug. at Noon.
KOREA	18,000 " " FRIDAY, 16th Aug. at Noon.
AMERICA MARU	11,000 " " SATURDAY, 11th Aug. at Noon.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via KOREA, 18,000 tons, September 19-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Yokohama, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 12 hours.  
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th June, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. PORTLAND, OREGON, KEELUNG, MOI, KOBE & YOKOHAMA; FOR

## OREGON RAILROAD &amp; NAVIGATION CO.

OPERATING IN CONJUNCTION WITH THE

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON.

NOMEDIA 4370 G. MEITNER. Saturday, June 22, at 5 p.m.

NOMANTIA 4371 H. FELDTHAM. Monday, July 15, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR HOIHOW & HAIPHONG

MANILA 4370 CHITAI TO SAIL June 18, at 4 p.m.

LOILO 4371 TAIKING " " June 19, at 4 p.m.

TRINGTONG, CHEFOO & NEWCHWANG. NANCHANG June 19, at 4 p.m.

CEBU & ILOILO 4372 KAIKONG June 21, at 4 p.m.

SWATOW AND SHANGHAI 4373 SHAOHONG " " June 21, at 4 p.m.

YOKOHAMA AND KOBE 4374 CHANGSHA " " June 21, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

\* Taking Cargo and Passengers at through rates for New Zealand and other Australian Ports.

N.B.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

ZAFIRO 2540 A. Fraser Manila Saturday, June 22, at Noon.

RUBI 2540 R. W. Almond Manila Saturday, June 23, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS OF THE SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

CO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS OF THE SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

CO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

On sale at the 'CHINA MAIL' Office, Queen's Road Central.

Price, ... .. 50 Cents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA.	HANGSANG	TUESDAY, June 18, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	FRIDAY, June 21, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, June 21, at 4 p.m.
TIENTSIN	CHIPSING	FRIDAY, June 21, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st Class Single \$ 65 Return \$100  
Penang " " 85 " 130  
Calcutta " " 165 " 250

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS To SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG

SCHARNHORST, Capt. L. Maass. WEDNESDAY, 19th June, at Noon.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA

PREUSSEN, Capt. C. Nathorst. About WEDNESDAY, 19th June.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE

PRINZ SIGISMUND, Capt. Lenz. THURSDAY, 20th June, at Noon.

KUDAT AND SANDAKAN

BORNEO, Capt. F. Sembill. SATURDAY, 6th July, at 9 a.m.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

Hongkong, April 26, 1907.

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## Notices to Consignees.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Laisang

having arrived from the above Ports

Consignees of Cargo by her are hereby

informed that their goods will be delivered

from alongside.

Cargo impeding the discharge or remain-

ing on board after 4 p.m., the 13th June,

will be landed at Consignees' risk and

expenses.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, June 11, 1907. 1000

NOTICE TO CONSIGNEES.

STEAMSHIP ORANGE BRANCH.

FROM SYDNEY AND MANILA.

THE above Steamship having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expenses.

No Fire Insurance will be effected by

us in any case whatever.

DODWELL & Co., Ltd.,

Agents.

Hongkong, June 12, 1907. 1009

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP BENARYT.

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are

being landed at their



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi) (2 days earlier)	Due at PLYMOUTH (London) (1 day later)
DEVANHA 8000	June 29	through steamer	July 27	Aug. 3
CHINA 8000	July 13	MOOLTAN 8000	Aug. 10	Aug. 17
DELTA 8000	July 27	MAHARAJA 8000	Aug. 24	Sept. 1
DELHI 8000	Aug. 10	HIMALAYA 7000	Sept. 8	Sept. 15
ARADIA 7000	Aug. 24	MOLDAVIA 8000	Sept. 22	Sept. 29
MARMORA 10300	Sept. 7	INDIA 8000	Oct. 6	Oct. 13
MALTA 6000	Sept. 21	MONGOLIA 8000	Oct. 20	Oct. 27
DELTA 6000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following—

## INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

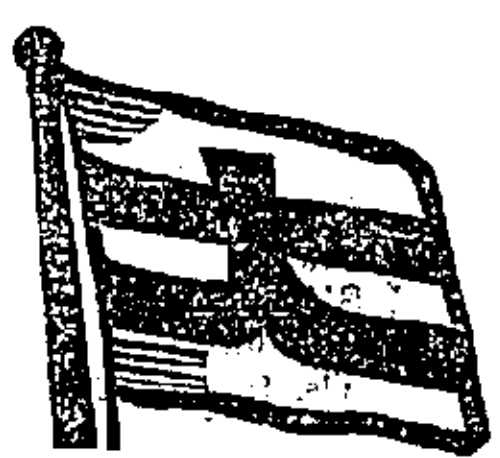
## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
* NUBIA 6000	June 20	Aug. 5
* SYRIA 7000	July 17	Sept. 2
* NYANZA 7000	July 31	Sept. 16
* BELLA 6000	Aug. 14	Sept. 29
* SUNDI 4000	Sept. 11	Oct. 28
* CEYLON 4000	Sept. 25	Nov. 11
* NAMUR 7000	Oct. 9	Dec. 3
* BORNEO 4500	Oct. 23	Dec. 17

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carries 1st and 2nd Saloon Passengers. \* Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

The Co.'s s.s.	For	Leaving
* JOSHIN MARU, Capt. H. S. SMITH.	TAMUL, Via SWATOW AND AMOY.	SUNDAY, 16th June, at 10 a.m.
* SOSHU MARU, Capt. T. SUKUSA.	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	THURSDAY, 20th June, at 9 a.m.
* MASAN MARU, Capt. I. SAKURAI.	TAMUL, Via SWATOW AND AMOY.	SUNDAY, 23rd June, at 10 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Airlships. Unparalleled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
\* For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

MOJL, KOBE AND YOKOHAMA.

Ship	Port	Dispatch	To Sail
SHAWMUT	9000	E. V. Roberts	About Aug. 7
TREMONT	9000	T. W. Garlick	About Sept. 10

CHIEF FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDERS

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these ships  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to

Dedwell & Co. Limited,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.

## Banks.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$1,000,000  
Silver Reserve.....\$1,000,000  
RESERVE LIABILITY OF PROPERTIES.....\$10,000,000

COLLECTOR OF DIRECTORS:

G. H. McHURST, Esq., Chairman.

Hon. Mr. HENRY KEWICK—Deputy Chairman.

A. Fuchs, Esq., J. J. Raymond, Esq.,

H. Goetz, Esq., E. Shullin, Esq.,

A. Haupt, Esq., H. A. V. Slade, Esq.,

O. R. Lomax, Esq., H. E. Tomkins, Esq.,

Chief Manager: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 3 1/2 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, June 14, 1907.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

T.N. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

2 1/2 PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

J. R. M. SMITH, Chief Manager.

Hongkong, January 12, 1907.

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

AUTHORIZED CAPITAL.....YEN 5,000,000

PAID-UP CAPITAL.....YEN 3,750,000

RESERVE FUND.....YEN 655,000

HEAD OFFICE:—TAIPEI, FORMOSA

BRANCHES AND AGENTS:

Amoy, Kobe, Tientsin,

Anping, Nagasaki, Tamsui,

Fochow, Osaka, Yokohama,

Keelung, Shanghai, Yokohama,

Swatow.

## HONGKONG OFFICE:

3, DES VUEX ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be

learned on application.

D. TOHDOW, Manager.

Hongkong, April 5, 1907.

## THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

PAID-UP CAPITAL.....£1,125,000

RESERVE FUND.....£262,500

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 2 1/2 per cent. on the Daily

Balance.

On Fixed Deposits:—

For 12 months.....4 1/2

For 6 months.....3 1/2

For 3 months.....2 1/2

EVAN ORMISTON, Manager.

Hongkong, May 1, 1907.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£800,000

Shortly to be increased to £1,200,000.

RESERVE FUND.....£1,075,000

Shortly to be increased to £1,475,000.

RESERVE LIABILITY OF PROPERTIES.....£800,000

INTEREST allowed on Current Accounts

at the rate of 2 1/2 per cent. on the Daily

Balance.

On Fixed Deposits for 12 months 4 1/2

For 6 months 3 1/2

For 3 months 2 1/2

JOHN ARMSTRONG, Manager.

Hongkong, May 18, 1907.

## YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP.....YEN 24,000,000

RESERVE FUND.....YEN 14,550,000

BRANCHES AND AGENTS:

TOKYO, KOBE, NAGASAKI,

LONDON, LYONS, NEW YORK,

SAN FRANCISCO, HONOLULU, BOMBAY,

SHANGHAI, HANKOW, CANTON,

YOKOHAMA, PEKING, NEWCASTLE,

PORT ARTHUR, DALNY, ANTUNG,

LOYANG, MUKDEN, TIENTSIN,

CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed.

On Current Account at the Rate of 2 1/2

per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months.....5 1/2 per annum.

For 6 months.....4 1/2

For 3 months.....3 1/2

TAKEO TAKAMICHI, Manager.

Hongkong, April 6, 1907.

## Banks.

## THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORIZED CAPITAL.....\$2,000,000

PAID-UP CAPITAL.....\$243,718

CAPITAL RESERVE FUND.....\$12,736

RESERVE FUND.....\$160,000

LONDON BRANCH:

61, Old Broad Street, E.C.

MANAGER: GEORGE MURDO.

LONDON BANKERS:—

Parry's Bank.

Commercial Bank of Scotland.

The Bank grants drafts and telegraphic

transfers and conducts every description of

Eastern Banking business.

INTEREST allowed on Current Account

at the rate of 2 1/2 per annum on the Daily

Balance.

On Fixed Deposits for 12 months 6 per cent.

For 6 months 5 1/2

For 3 months 5

G. O. MOXON, Managing Director.

Hongkong, September 28, 1906.

## RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF

10TH DECEMBER, 1895.

CAPITAL.....Roubles 15,000,000

CAPITAL contributed by CHINESE

GOVERNMENT.....5,000,000 R. Roubles.

RESERVE FUND.....Roubles 4,418,000.

HEAD OFFICE—ST. PETERSBURG.

London Office: 41, Threadneedle St., E.C.

BRANCHES AND AGENTS:

Andijon, Khotan, Peking,

Batoum, Kischia, Samarkand

Blagowest, Kirov, San Francisco

Chengk, Kobe, Shanghai

Kashgar, Kuldja, Tientsin

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## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 13th, 1907.

At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef sirloin & prime cut—Mol Lung Pa ...	cts.	12	29	尾腩
" Corned—Ham Ngau Yuk ...	...	...	20	燒腩
" Roast—Shia " " ...	...	...	20	燒腩
" Breast—Nagu Lam " " ...	...	...	15	牛腩
" Soup—Tong Yuk " " ...	...	...	15	湯腩
" Steak—Ngan Yuk Pa " " ...	...	...	20	牛肉
" Onion Ngau Lau Sietoin ...	...	...	30	牛腩
" Sausages—Ngan Cheung ...	...	...	26	牛腩
Bullock's Brain—" " Slow ...	per set	10	牛腩	牛腩
" Tongue fresh—Ngan Li ...	each	50	牛腩	牛腩
" corned—Ham Ngau Li ...	...	...	55	鹹牛腩
" Head—Ngan Tau " " ...	...	...	80	牛腩
" Heart—Ngan Sun " " ...	lb.	12	牛腩	牛腩
" Flump, Salt—Ngan Kin ...	...	...	20	牛腩
" Feet—Ngan Kerk " " ...	each	7	牛腩	牛腩
" Kidneys—Ngan Yiu " " ...	...	...	10	牛腩
" Tail—Ngan Mei " " ...	...	...	17	牛腩
" Liver—Ngan Con " " ...	lb.	13	牛腩	牛腩
" Tripe (undressed)—Ngan To ...	...	...	7	牛腩
Calves' Head & Feet—Ngan-chai-tau-kak, set	\$1.00			牛腩
Mutton Chop—Young Pal Kwat ...	lb.	24		羊腩
" Leg—Yeung Pei ...	...	...	24	羊腩
" Shoulder—Yeung Shau ...	...	...	20	羊腩
Pigs' Chittings—Chi chong ...	...	...	24	羊腩
" Brains—Chi Know ...	per set	2		豬腦
" Feet—Chi Kerk ...	...	...	12	豬腦
" Fry—Chi Chak ...	...	...	12	豬腦
" Head—Chi Tau ...	...	...	12	豬腦
" Heart—Chi Sun ...	each	9		豬腦
" Kidneys—Chi Yiu ...	...	...	8	豬腦
" Liver—Chi Con ...	lb.	28		豬腦
Pork, Chop—Chi Pai Kwat ...	...	...	21	豬排
" Corned—Ham Chu Yuk ...	...	...	21	鹹豬排
" Leg—Chi Pai ...	...	...	22	鹹豬排
" Fat or Lard—Chu Yan ...	...	...	16	豬油
Sheep's Head and Feet—Yeung Tau Kerk set	60			羊頭
" Heart—Yeung Sum ...	each	6		羊心
" Kidneys—Yeung Yiu ...	...	...	10	羊心
" Liver—Yeung Con ...	lb.	24		羊心
Smoking Figs—To Order—Chu Chal ...	...	...	—	豬仔
" Sweet, Best—Sang Ngau Yau ...	...	...	18	生牛
" Mutton—Sang Yeung Yau ...	...	...	21	生牛
" Seal—Ngan Chai Yuk ...	...	...	20	生牛
" Sausages—Ngan Chai Cheung ...	...	...	20	牛仔



## CHICAGO CORRUPTION.

Six officials under the late Mayor Dunne's government in Chicago have been indicted by the grand jury, charged with the manipulation of a large corruption fund which was used during the recent municipal campaign in Chicago for the purpose of assisting Mr. Dunne.

The principal official is the recent Chief of Police Collins, who, it is alleged, turned the Chicago police department into a collecting agency for the campaign fund, and besides compelling every policeman to contribute, extorted money from all the saloons and shady houses and gambling dens in the city. It is stated that ex-Mayor Dunne will be implicated.

Scandals are also reported from other cities, where waves of reform are having temporary effect. At Harrisburg, Pennsylvania, a commission is now investigating the expenditure of over \$4,000,000 for the lighting and decorating of the new State Capitol and it is certain that criminal proceedings will be instituted against the contractors and several highly-placed officials.

At Pittsburgh, thirty of the city councilmen will be tried for bribery in connection with the passage of a railroad franchise ordinance. It is alleged that the sum of \$16,000 was divided between the councilmen who voted for the franchise.

UNDAY, JUNE 16th, 1907.

## CHURCH SERVICES.

St. John's Cathedral.

SUNDAY THIRTEEN AFTER TWENTY.

Holy Communion (at 10 a.m.).

Matins (11 a.m.). (Full Choir).

Responses, Psalms, Venite, Kyrie.

1st Lesson: 1st of the 13th Morning.

2nd Lesson: 2nd of the 13th Morning.

3rd Lesson: 3rd of the 13th Morning.

4th Lesson: 4th of the 13th Morning.

5th Lesson: 5th of the 13th Morning.

6th Lesson: 6th of the 13th Morning.

7th Lesson: 7th of the 13th Morning.

8th Lesson: 8th of the 13th Morning.

9th Lesson: 9th of the 13th Morning.

10th Lesson: 10th of the 13th Morning.

11th Lesson: 11th of the 13th Morning.

12th Lesson: 12th of the 13th Morning.

13th Lesson: 13th of the 13th Morning.

14th Lesson: 14th of the 13th Morning.

15th Lesson: 15th of the 13th Morning.

16th Lesson: 16th of the 13th Morning.

17th Lesson: 17th of the 13th Morning.

18th Lesson: 18th of the 13th Morning.

19th Lesson: 19th of the 13th Morning.

20th Lesson: 20th of the 13th Morning.

21st Lesson: 21st of the 13th Morning.

22nd Lesson: 22nd of the 13th Morning.

23rd Lesson: 23rd of the 13th Morning.

24th Lesson: 24th of the 13th Morning.

25th Lesson: 25th of the 13th Morning.

26th Lesson: 26th of the 13th Morning.

27th Lesson: 27th of the 13th Morning.

28th Lesson: 28th of the 13th Morning.

29th Lesson: 29th of the 13th Morning.

30th Lesson: 30th of the 13th Morning.

31st Lesson: 31st of the 13th Morning.

32nd Lesson: 32nd of the 13th Morning.

33rd Lesson: 33rd of the 13th Morning.

34th Lesson: 34th of the 13th Morning.

35th Lesson: 35th of the 13th Morning.

36th Lesson: 36th of the 13th Morning.

37th Lesson: 37th of the 13th Morning.

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39th Lesson: 39th of the 13th Morning.

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70th Lesson: 70th of the 13th Morning.

71st Lesson: 71st of the 13th Morning.

72nd Lesson: 72nd of the 13th Morning.

73rd Lesson: 73rd of the 13th Morning.

74th Lesson: 74th of the 13th Morning.

75th Lesson: 75th of the 13th Morning.

76th Lesson: 76th of the 13th Morning.

77th Lesson: 77th of the 13th Morning.

78th Lesson: 78th of the 13th Morning.

79th Lesson: 79th of the 13th Morning.

80th Lesson: 80th of the 13th Morning.

81st Lesson: 81st of the 13th Morning.

82nd Lesson: 82nd of the 13th Morning.

83rd Lesson: 83rd of the 13th Morning.

84th Lesson: 84th of the 13th Morning.

85th Lesson: 85th of the 13th Morning.

86th Lesson: 86th of the 13th Morning.

87th Lesson: 87th of the 13th Morning.

# FOR WOMEN

## Especially Mothers

### The Sanative, Antiseptic, Cleansing, Purifying, and Beautifying Properties of

# Cuticura SOAP

Assisted by Cuticura Ointment, the great Skin Cure, are of price less value. For preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, for the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes and chafings, in the form of baths for annoying irritations, ulcerations, and inflammations of women, and many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath, and nursery, Cuticura Soap and Cuticura Ointment are of inestimable value.

THE UNDERSIGNED HAS RECEIVED INSTRUCTIONS TO SELL BY PUBLIC AUCTION, ON

**TUESDAY,**  
the 18th June, 1907, commencing at 2.30 p.m., at 'THE BUNGALOW,' (Corner of Observatory and Kimberley Roads), Kowloon.

**VALUABLE HOUSEHOLD FURNITURE,**  
(Particulars from Catalogue).  
TERMS:—As per Catalogue.  
On view on day of Sale.  
GEO. P. LAMBERT,  
Auctioneer.

**PUBLIC AUCTION.**  
THE UNDERSIGNED HAS RECEIVED INSTRUCTIONS TO SELL BY PUBLIC AUCTION, ON

**SATURDAY,**  
the 22nd June, 1907, commencing at 2.30 p.m., at his Residence, 'DERRINGTON,' Peak Road.

**A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,**  
Comprising:—  
ENGLISH MOROCCO LIBRARY STOVE, ELECTRIC BEATING LAMP, SEVERAL TEAK BOOKCASES, DRAWING ROOM SUITS, OAK SETS, RUSS, COIR RUGS, CURTAINS, FANCY TABLES, PICTURES, BRASS ORNAMENTS, MARBLE CLOCK, BARONETTES, SCREENS, CARD TABLES, etc.

AMERICAN MADE SIDEBOARD with BEVELLED GLASS, EXTENSION DINING TABLE, DRAWING ROOM SUITS, OAK SETS, RUSS, COIR RUGS, CURTAINS, FANCY TABLES, PICTURES, BRASS ORNAMENTS, MARBLE CLOCK, BARONETTES, SCREENS, CARD TABLES, etc.

CARVED WOODEN BEDSTEAD, IRON BEDSTEADS, MARBLE TOP BUREAU and WARDROBE, CARVED CORNICES, HATSTAND with BEVELLED GLASS, SEWING MACHINE (Treadle), CUPBOARD of DRAWERS, WRITING DESK, ONE MESSORIE HOUSE, etc.

KITCHEN and BATHROOM REQUISITES, etc.

One Ross (Bond Street) CAMERA, 4 plates, with 6 slides and Ross-Zeiss LENS.

TERMS:—As usual.  
On View from Thursday, the 20th June, p.m.

GEO. P. LAMBERT,  
Auctioneer.

**FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.**

Through Bills of Lading issued for BATH, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'DEFAHNA' Captain T. H. HIDE, S.S., carrying His Majesty's Mail, will be despatched for the above ports on SATURDAY, the 22nd June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable for Bombay will be shipped at Colombo to s.s. 'Marmora,' Other Cargo can be shipped hence to Bombay direct per s.s. 'Socotra' sailing about the 22nd June.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are guaranteed.

For further Particulars, apply to  
E. A. HAWES,  
Superintendent.

Hongkong, June 15, 1907.

Hongkong, June 15, 1907.

Hongkong, June 15, 1907.

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Hongkong, June 15, 1907.

Hongkong, June 15, 1907.

Hongkong, June 15, 1907.

## Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping of midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section 1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Office.  
4. From Harbour Office to the Market.  
5. From the Market to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.
- Section 7. From Naval Yard to Blue Building.  
8. From Blue Building to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

VESSEL'S NAME	FLAG	ARRIVAL	DEPARTURE	CONSIGNEE OR AGENT	REMARKS
Arratoon Apar...	British str.	2391	May 27	David Sassoon & Co., Ltd.	S'pore, Pang & Ota June 19.
Bourbon	British str.	1840	June 13	Bradley & Co.	Hoibow & Haiphong June 16.
Carl Dieterichsen	British str.	1124	June 13	Butterfield & Swire	Hoibow & Haiphong June 18.
Chion	Amer. str.	3180	June 13	P. & O. S. N. Co.	Shanghai & Hongkong June 26.
Dundas	British str.	1854	June 14	Dodwell & Co., Ltd.	Vancouver (B.C.) July 4.
Empress of China	British str.	3430	June 20	C. P. R. Co.	Straits & Calcutta June 19.
Peckham	British str.	1887	May 24	Jardine, Matheson & Co.	Shanghai June 13.
Pri	British str.	3252	June 11	Jardine, Matheson & Co.	Shanghai June 13.
Hansang	British str.	1356	June 11	Jardine, Matheson & Co.	Shanghai June 13.
Rein	British str.	757	June 14	Yuen Fat Hong	Hoibow & Haiphong June 17.
Hanon	British str.	1342	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Hangsh	British str.	1240	June 9	Butterfield & Swire	Hoibow & Haiphong June 17.
Isok	British str.	2850	June 10	Sander, Wier & Co.	Hoibow & Haiphong June 17.
Japan	Dutch str.	2787	June 11	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Johanna	British str.	1431	June 11	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Jichiu Maru	British str.	1244	June 12	Jaska Shosen Kaisha	Hoibow & Haiphong June 17.
Kiang Ping	British str.	1112	June 14	Butterfield & Swire	Hoibow & Haiphong June 17.
Kyoto Maru	British str.	1638	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Laisang	British str.	1024	June 11	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Loosok	British str.	1774	June 11	Sander, Wier & Co.	Hoibow & Haiphong June 17.
Loyal	British str.	682	June 12	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Minas de Batan	Amer. str.	1214	June 11	Shewan, Tomes & Co.	Hoibow & Haiphong June 17.
Nanchang	British str.	1014	June 9	Butterfield & Swire	Hoibow & Haiphong June 17.
Orange Branch	British str.	3070	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Phra Nang	British str.	1221	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Phu-yen	British str.	1217	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Progress	British str.	1237	June 12	Butterfield & Swire	Hoibow & Haiphong June 17.
Prometheus	British str.	1023	June 10	Nippon Yusen Kaisha	Hoibow & Haiphong June 17.
Quarta	British str.	1239	June 10	Nippon Yusen Kaisha	Hoibow & Haiphong June 17.
Samen	British str.	1238	June 10	Nippon Yusen Kaisha	Hoibow & Haiphong June 17.
Shakano Maru	British str.	1238	June 10	Nippon Yusen Kaisha	Hoibow & Haiphong June 17.
Shinshiku Maru	British str.	1238	June 10	Nippon Yusen Kaisha	Hoibow & Haiphong June 17.
Spir	British str.	6675	June 10	Sander, Wier & Co.	Hoibow & Haiphong June 17.
Sumatra	British str.	681	June 10	Melchers & Co.	Hoibow & Haiphong June 17.
Takosano Maru	British str.	1998	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	1122	June 10	Bradley & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	1042	June 10	Bradley & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	1350	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Taiwan	British str.	1391	June 10	Butterfield & Swire	Hoibow & Haiphong June 17.
Taiwan	British str.	278	June 10	C. P. R. Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	2470	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	740	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	2328	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	675	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	3536	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	1262	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.
Taiwan	British str.	2800	June 10	Jardine, Matheson & Co.	Hoibow & Haiphong June 17.

**Sailing Vessels.**  
Eksamini... British str. 1870 Oct. 12 Arnold, Karberg & Co.  
Tweeddale... B. Am. str. 1413 April 27 Gilman & Co.

**SHIPPING.**  
ARRIVALS.  
June 14.  
Suzo, Japanese cruiser, 2,700 K. Uoi, Formosa June 18.

Akshi, Japanese cruiser, 2,800 M. Hashimoto, Formosa June 18.

Tokoro Maru, Japanese str. 3,412, A. Kishi, Bombay May 25, and Singapore June 8, General.—NIPPON YUSEN KAISHA.

Henn, Norwegian str., 757, A. Eriksen, Bangkok June 7, Rice.—YUEN FAT HONG.

Tok, Norwegian steamer, 740, J. Engby, Bangkok June 6, Rice.

June 15.  
Sumatra, German str., 534, G. Viner, Manila June 11, General.—MELCHERS & CO.

Kaifong, British str., 986, E. Finlayson, Hoibow & Haiphong June 14, General.—BUTTERFIELD & SWIRE.

Chili, British str., 1,143, Warrack, Haiphong and Hukow June 14, General.—BUTTERFIELD & SWIRE.

Kiang Ping, Chinese str., from Canton.